

THE DELAWARE AND HUDSON COMPANY BULLETIN



*The
Dell*

JULY 15 1929

LOWER CASCADE LAKE

The Vagabond



*G*IVE to me the life I love,
Let the lave go by me,
Give the jolly heaven above
And the byway nigh me.
Bed in the bush with stars to see,
Bread I dip in the river—
There's the life for a man like me,
There's the life for ever.

*Let the blow fall soon or late,
Let what will be o'er me ;
Give the face of earth around
And the road before me.
Wealth I seek not, hope nor love,
Nor a friend to know me ;
All I seek, the heaven above
And the road below me.*

*Or let Autumn fall on me
Where afield I linger
Silencing the bird on tree,
Biting the blue finger.
White as meal the frosty field—
Warm the fireside haven—
Not to Autumn will I yield,
Not to Winter even !*

— Robert Louis Stevenson.



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DELAWARE AND HUDSON COMPANY

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D.H."*

BULLETIN

Vol. 9

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No. 14

Section Foreman In His "Teens"

Things Happened "Fast and Furious" on the Jefferson Division During the Active Service of Former Roadmaster

WHEN we look back on the age of railroad-ing which is now kept alive in the memories of those who in their boyhood days saw and took part in pioneer transportation activities, we often marvel at the things they accomplished in what to us seem miraculous ways. As one railroader expressed it recently: "There is as much difference between way freight work thirty years ago and way freight work today, as there is between riding the caboose of a 'junk-er' and a Pullman." The chief concern of the men of that day was to get the results and the quickest and simplest way of doing it became the accepted procedure. Likewise the man who accomplished things was the man to whom everyone looked when in doubt or needful of advice.

In this manner we can account for the appointment of a mere boy as section foreman. By close application to his work FRANK W. SPRINGSTEIN, who at an early age became a laborer at Nineveh, N. Y., learned the rudiments of track work. In that same year the temporary absence of a foreman necessitated the appointment of someone to fill his position until his return. Young FRANK SPRINGSTEIN was selected, and for

some time he headed the section gang of thirty-six men.

FRANK was born at East Windsor, N. Y., May 18, 1862, of Dutch parentage. His grandparents moved from their Dutch land grant on the Hudson in 1790, moving to East Windsor, near the old Indian fortress at the foot of Ouaquaga mountain, where they were among the very first settlers in this part of the country. FRANK'S early schooling was obtained in the district school at East Windsor, and completed at the well known Windsor Academy, the buildings of which stand directly in back of his present home, and now house the Windsor High School classrooms.

Upon completing his course in the Academy, FRANK found employment as a laborer in the Maintenance of Way Department of our railroad. At that time a laborer received eighty cents per day for his services. For several

years he "handled the pick and shovel" before an opportunity for advancement offered. Such a chance came to him, however, in 1885 when he was made extra foreman on the Valley Road at \$1.50 per day, by Roadmaster Keller.

When Mr. SPRINGSTEIN first worked on the



FRANK W. SPRINGSTEIN

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Pennsylvania Division the Maintenance of Way forces were concentrating their efforts on changing the track from wide to standard gauge. The first standard gauge track on the Division consisted of rails weighing sixty-two pounds per yard. With the increased weight of cars and motive power, particularly when the Mallets were first used in pusher service on the hill north of Carbondale to Ararat, they were gradually replaced with heavier rails. The first change came with the use of sixty-seven pound "iron"; later it was replaced with 80, 90, 100, and, finally, 110 pound rails.

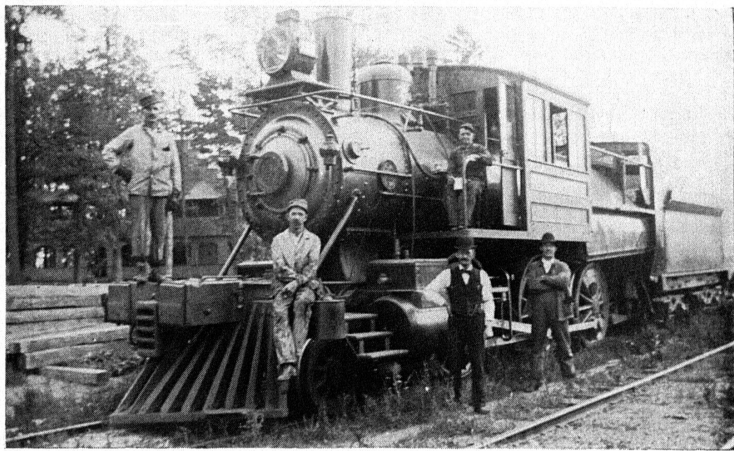
In those early years of railroad collisions and derailments were frequent. Mr. SPRINGSTEIN recalls an incident which occurred while returning from the scene of a wreck which had necessitated the replacement of several hundred feet of track. The train he was riding south bound was moving along the single track at high speed when it came around a curve face to face with a work train speeding north. There wasn't even time for the men on either train to jump. The trains came together with a terrific impact, demolishing one of the engines completely. Fortunately no one was seriously hurt on either train.

The busiest day he experienced, however, began early in the morning with a wreck in which 500 feet of track had been torn up. He had hardly arrived at the scene of this derailment and looked the situation over when he received a call to another point where another derailment had torn up a like distance of track. Leaving the scene of the first wreck he hurried to the second. Shortly after his arrival still another call came in that a third derailment had taken place and over 500 feet more of track had to be replaced. It took at least ten hours to replace the track at each of these points and by the time the work had been completed he was quite willing to go to bed and get some rest.

Back in those days when something turned up the roadmaster had to be there in spite of everything. On one occasion he remembers having been sick in bed with grippe when a report of a wash-out which caused the derailment of eighteen cars was received. Despite his illness and fever he got up and went to the scene of the derailment, remaining there until the situation was well in hand. As a result he contracted pneumonia and

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Crew of Albany Fast Freight, Saratoga, July 10, 1899



Conductor C. J. Dawney, Engineer Wm. Mattice, Brakeman A. Dalpe, A. Wilson, Fireman H. Brown

First Steam Engine In America

Why Seven Years Elapsed From Date of Order Until Engine Started to Pump Water From Our First Copper Mine

By L. F. LOREE

ALTHOUGH the history of the first steam engine to reach America to furnish power for the propulsion of Robert Fulton's *Clermont* and of the first steam locomotive to run on an American railroad, The Delaware and Hudson Company's *Stourbridge Lion*, is familiar to all, yet the history of the first engine furnishing power to reach our shores and of its service in raising water from a copper mine is known to but few. Why this most important event in American industrial development has not received due recognition in the annals of American history is, and probably will ever remain a mystery. Much, if not all, of our great mechanical development is directly traceable as beginning with this atmospheric engine, or "fire engine" as it was then termed, and to the farsighted man who brought it to America, installed it, and with it drove the first machinery operated in this country by other than man, animal, wind or water power.

About 1714 or 1715 an old slave of Arent Schuyler, a son of Philip Pieters Schuyler of Albany, then the owner of a large tract of land in New Barbadoes Neck, now North Arlington, New Jersey, found and took to his master a heavy greenish stone which, when sent to England and assayed, proved to be a rich specimen of copper ore. The story of this discovery is enriched by a tradition that Schuyler, delighted with the report of the assay, rewarded the slave by granting him his freedom and urged him to make three requests which would be granted in addition. After considerable deliberation the old negro requested "that he might be allowed to remain all his days with his master, that he might have all the tobacco he could smoke and that he might have a dressing-gown like his master's with big brass buttons." Upon being urged to ask for something more commensurate with his great service to his master he "thought he would be satisfied with a little more tobacco." This is said to have been the first mine of value discovered after nearly a century of vain prospecting in all parts of the then New Netherlands.

Mining by means of drifts or tunnels into the side hill began almost immediately after the re-

ceipt of the assay and, when first worked near the surface, is said to have been highly profitable. This method continued until about 1735 when the first shaft was sunk. The first agreement with the miner, according to a book of that time, allowed him one-third of the ore for mining and raising it to the surface where it was "done up in quarter barrels, whereof six made a tun." As England did not permit the smelting and refining of ores in the colonies the entire product of the mine was transported across the ocean. The first record of shipments is found in a letter from Brigadier General Robert Hunter, Governor of the Colonies of New York and New Jersey, to the Lords of Trade, dated New York, November 12, 1715, which stated that the Custom House books at Bristol showed the importation from the mine of about a ton of ore "in the month of July or August last, of which copper farthings may be coined." One hundred and ten casks of ore are also recorded as having been shipped from New York to Holland in April, 1721. Another account records an annual output of about one hundred tons up to 1731 when 1,386 tons of ore had been shipped to the Bristol Copper and Brass Works. The ore was said to have sold in Bristol at forty pounds sterling per "tun." After the death of Arent Schuyler in 1731 or 1732, the management of the mine was taken over by a son, Colonel John Schuyler, in the interest of himself and his two brothers to whom the property had been left. Operations were continued vigorously for about fifteen years when the shafts had reached such depths that further mining became unprofitable owing to the difficulty in pumping water from them by hand and horse power, and operations were suspended.

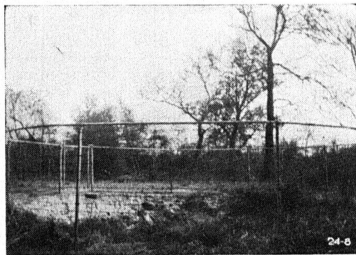
News of the new "fire engines" as the steam or, to be more exact, atmospheric engines were called, and of their successful operation in the mining districts in England reached Colonel Schuyler to whom they seemed to afford an opportunity to resume profitable operation of the mine. He accordingly placed an order for one of these engines through his London agent in 1748 or 1749, and requested that an experienced engineer accompany it to America to assemble and put

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it in operation. The enforced suspension by the accumulation of water in the mine is verified in a letter from Benjamin Franklin to Jared Eliot, dated Philadelphia, February 13, 1750, in which he stated:

"I know of but one valuable copper mine in this country, which is that of Schuyler's in the Jerseys. This yields good copper, and has turned out vast wealth to the owners. I was at it last fall, but they were not then at work. The water has grown too hard for them, and they waited for a fire-engine from England to drain their pits. I suppose they will have that at work next; it costs them one thousand pounds sterling."

Joseph Hornblower and his sons, who were engaged at the time in building the Newcomen or Cornish type of steam or atmospheric engines in Cornwall, were given the order for the engine for the Schuyler mine. Joseph Hornblower, a



Schuyler's Copper Mine

resident of Staffordshire, is believed to have formed the acquaintance of Newcomen at the time he was building his first successful engine in 1712, and Newcomen later engaged Mr. Hornblower to superintend the construction of subsequent engines. About 1725 he went to Cornwall and supervised the construction of Newcomen's second engine at the Wheel Rose mine near Redruth, and later one at Chacewater and another at Polgooth. Hornblower and several of his sons were millwrights and the family was prominent for almost a century in engine construction. The laws of England at that time prohibited the exportation, even to the colonies, of mechanics or machinery calculated to build up industries which might rival those of the mother country. Although fire-engines were not specifically included in the prohibition it is more than probable, as was the case half a century later when Fulton

ordered the engine for his *Clermont*, that the Government looked with disfavor upon the shipment of this engine.

Colonel Schuyler, through his prominence and favor as a member for a time of the council of New Jersey and his vast wealth, had sufficient influence to secure the tacit consent of the authorities for its exportation. The time required to secure this approval was probably the principal reason for the delay of four years in the construction and shipment of the engine. Additional credence is given this supposition by the silence of the press of the day on a subject so important as the introduction of steam power into the field of American industry.

The engine was completed and forwarded to London for trans-shipment to New York early in 1753. With it were sent many duplicate and triplicate parts and a supply of cast iron pipe, there being at the time no facilities for the manufacture or repair of parts in America. Josiah Hornblower, the fourth son of Joseph, born in Staffordshire on February 23, 1729, who doubtless participated in its construction, was engaged to accompany the engine to America. According to the diary of his oldest brother Jonathan, he left his home in Cornwall on May 8, 1753, "for Falmouth to go in a tin ship to London, in order to sail to New York, North America." Although the entry does not disclose the object of his journey it was too well known to his family to require special mention. After a wait of two or three weeks in London, Mr. Hornblower sailed for America with several mechanics, the engine and supplies in the ship *Irene*. She was a brig-rigged vessel with a driver or try-sail bent on rings to a supplementary mast just abaft the main-mast and closely resembled a bark. She was commanded by Captain Nicholas Garrison, a native of Staten Island. This stout little craft was built on Staten Island in 1748 by the "United Brethren," a religious body of Moravians, for the easier conveyance of their colonists to the American settlements, and appropriately named *Irene*, for her mission of peace. Although the engine was built in England by an Englishman, it was carried to our shores in an American bottom commanded by a native American. The *Irene* sailed from London on June 6, 1753. She encountered severe weather during the voyage, but arrived safely at New York on September 9, taking more than thirteen weeks to cross. The voyage was so unpleasant that Mr. Hornblower had for the remainder of his life a dread of crossing the ocean. His youngest brother Isaac, in a letter to him dated November 6, 1804, more than a half century later, writes of a call at his home of a

friend, recently returned from America, who told them that they would never see Mr. Hornblower in England as he would not cross the sea again if he might "have all England," and that they gave up all hopes of seeing him any more in this world, "which gave us all much grief."

The engine was immediately transferred from the *Irene* to a smaller boat and floated through Newark Bay to and up the Passaic River to a point on its east bank nearly opposite the mouth of the Second River at Belleville. There it was unloaded and carted a distance of about one mile to the shaft of the mine, near the present intersection of Belleville and Schuyler Avenues in North Arlington. Its transfer from New York



Joseph Hornblower

must have taken several days as the next record located is the following extract from the account books of the mine:

"1753

Sept. 23.—to cash pd. for 8 days,
carting ye engine and
boards to ye mine..... £2/8/0."

With the engine safely at its destination Mr. Hornblower's task, instead of being over, had just begun. There were no skilled mechanics in America, or at least at the mines, and upon him fell, with the assistance of the few mechanics he brought with him, the entire work of assembly, installation and operation. As a consequence he had to locate, plan and direct the construction of the engine-house and superintend the assemblage of the boiler, engine and pumping machin-

ery. Stone for the foundation had to be quarried and prepared; clay had to be dug, molded and burned into brick; lime brought from the most available source of supply; "fire stone" carted from the mountain; trees felled and hewn for the heavy timbers and moved on sleighs to the mine, and, when the engine house was completed, the boiler and engine set up. This required many months of toil which is evidenced by the following extracts copied from the Schuyler mine books in 1865 by Honorable Joseph P. Bradley, Associate Justice of the United States Supreme Court, (1870-1892):

1753.

Oct. 25. To carting 624 bushels lime
to ye mine for ye engine
house£2 0 0
To carting 66 days, clay and
stone and 300 boards to ye
mine 6s. per day.....19 16 0
To 11 days carting 3000
shingles and ten thousand
brick, etc., to ye mine..... 3 6 0
Dec. 28. To cash pd for 16 days cart-
ing timber to ye sawmill
and mines for ye engine
house at 6s..... 4 16 0

1754.

Jan. 8. To 6 days slaying timber for
ye engine 1 16 0
Feb. 24. To 10 days slaying stone and
timber for ye engine..... 3 0 0
Mar. 1. To cash pd for carting timber
for ye engine house..... 15 0
Apr. 2. To cash pd for sashes in ye
engine house 10 6
June 13. To cash pd Josiah Ward for
1 days carting fire stone for
ye engine from the moun-
tain 8 0
132 days carting stone and
timber for the engine house
at 6s. per day.....39 12 0
July 13. To pd Elizabeth Davis for a
tree for ye engine house... 10 0
2 days carting..... 12 0
Oct. 10. To pd Thos. Childs for 1½
days mason work at the
engine house 9 0
Oct. 28. To pd Thos. Plummer and
Thos. Barnes for putting
the boiler at ye engine
house together.....35 1 6

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Veterans Meet At Plattsburg

Sixth Annual Pilgrimage of Forty-Year Group to Historic Shrines Includes Automobile Trip About Saratoga While Awaiting Train Connections

THE Lord might have made a finer group to entertain than 'The Forty Year Group' of the Delaware and Hudson Veterans, but, doubtless, He never did," if we may quote from the remarks of one of the hostesses who contributed so much to the enjoyment of the party. Likewise it was the sentiment of "The Group" that the Lord might have provided a more interesting and thoroughly delightful entertainment than was enjoyed through the kindness of the people of Plattsburg, "but, doubtless, He never did!"

Our Forty Year Group, which is quite unique among the railroad veteran organizations of the country, if not of the world, each year brings together employees who have forty or more years of service, together with their ladies and guests. They come from all parts of the system for this Annual Pilgrimage to some historic point, thus combining the opportunity for renewing old acquaintances, with trips to points of outstanding importance in the history of our country.

Plattsburg was the Mecca of this year's journey, the party traveling from Albany in a special car attached to train Number 1. Delaware and Hudson employees at Plattsburg very kindly placed automobiles at the disposal of the party for various trips to points of historic and scenic interest thus adding greatly to the enjoyment of the visitors.

According to early writings entertainment of distinguished guests in Plattsburg was furnished either by "a tune on the harpsichord or a philosophical discourse." The 1929 entertainment was to have substituted for these diversions, among other things, a review and parade of the 26th Infantry, U. S. A., stationed at Plattsburg. Due to the intervention of the elements the review was replaced by one of the most spectacular hail storms ever seen by anyone in the locality. The downpour, while it curtailed the afternoon's program slightly, failed to dampen the spirits of "The Group" which proceeded merrily on to the Annual Banquet, following visits to various points of interest about the city.

In the course of the banquet there were brief addresses by Miss Helen Mar Graves, Regent,

Saranac Chapter, Daughters of the American Revolution; Mrs. George F. Tuttle, Regent, General Benjamin Mooers Chapter, U. S. Daughters of 1812; Ben E. Chapin, Editor of the *Railroad Employee*, and Colonel J. W. Beacham, Jr., 26th Infantry, U. S. Army. Colonel Beacham stressed the close connection between railroading and our national defense, as in time of war "strategy is railroading, troop leading is merely tactics," to quote an eminent French officer of his acquaintance.

The presentation of a handsome scarf pin to W. T. CAMPBELL, President of the Veterans, in recognition of his having completed fifty years of service was made at this time by CHAIRMAN DAY F. WAIT.

As Past President and Organizer of The Delaware and Hudson Veterans, S. G. COBB was called upon for remarks, as were GEORGE LORENZ, Vice President, and L. F. PERRY.

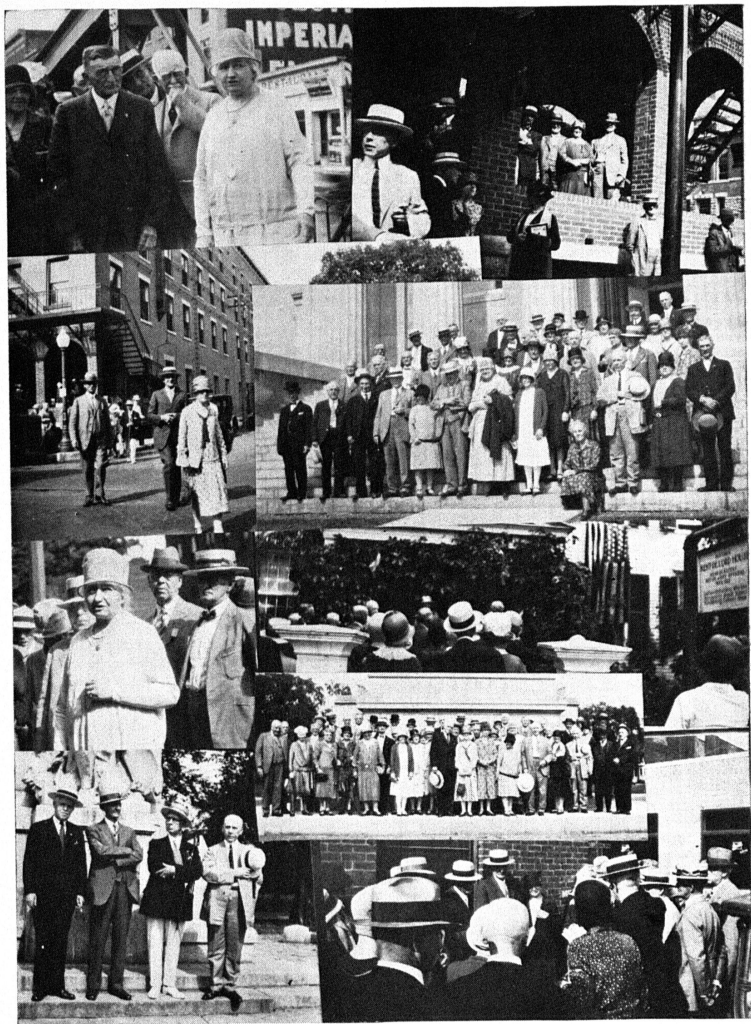
Messages were sent to MARTIN KANE, Superintendent of The Delaware and Hudson Building at Albany, THOMAS S. RICKETTS, Susquehanna Division, and to Mrs. Ben E. Chapin, expressing the regret of The Group that illness prevented their participation in the Pilgrimage.

Following a moment of silent prayer for those of The Group who had gone on the Great Pilgrimage since last year, the program closed with a benediction pronounced by Rev. Willard P. Harmon of Ticonderoga, and Honorary Member of the Forty Year Group.

No more fitting a background than the parlor of the historic Kent-Delord House could have been selected for the election of Miss Graves and Mrs. Tuttle as Honorary Members of The Group in recognition of their efforts in behalf of the party.

An automobile ride to the Hotel Champlain and other points of interest about the city concluded just in time to permit all to board "The Laurentian" for the return trip. A brief stop-over at Saratoga and the courtesy of The Delaware and Hudson folks at that point enabled the "Pilgrims" to see the sights of this celebrated

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SOME PHOTOGRAPHIC IMPRESSIONS OF THE PLATTSBURG PILGRIMAGE

Of course these few snapshots can't tell the half of it, but they give an idea of how the folks looked

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No. 14

What Is Success?

EVERY year as the youth of our land are completing their schooling, at least as far as finishing a prescribed course of study is concerned, they receive a large amount of advice on how to so conduct themselves that they will be "successful". It is, perhaps, unnecessary to add that, in many cases, the persons who offer such sage or startling advice to the young cannot point to any too considerable amount of success on their own part to qualify them to show the way to others. It is because of this fact that we are emboldened to "rush in" to the extent of offering an idea or two of our own on such a subject.

To be successful we must reach a goal that has been set. This may be social position, wealth, professional leadership, craftsmanship, or the color of the bowl of your pipe, depending on your own personal desires and ambition. None of these things are lasting, however, so, in the last analysis, success may be measured best by the friends we have made. Putting it in another way, this tells *how* well we have lived.

If we were to confine ourselves to material things and strive for success along that line we have the remarks of two educated, and successful, men, remarks recently addressed to groups of young men upon their graduation from two of the foremost educational institutions of the country, to go by. From the press reports we hear that to be a success the young man must be a "snob" and consider himself as being better than his neighbor, according to the advice of his professor, while an eminent clergyman counsels his

audience to "be different" if they would conquer.

Each of these gentlemen is no doubt right, in his own way. Certainly wearing clean collars and keeping one's personal appearance neat will help any of us. But we cannot stop there! From our study of the lives of some of the world's most famous men it seems clear that, barring certain unusual cases, success has usually resulted from tending strictly to business, mastering each problem as it came along, and endeavoring to do the "daily round" just a little bit better or quicker than others were satisfied to do it. Perhaps it will not make us famous but it will certainly help to make us successful.

Look At It

A MISPLACED brick in a tower may eventually cause its fall; one little hole in a dyke may flood a town; one little act of forgetfulness may ruin a life—on such small details are destinies built, fates decided.

Recently there came to our attention a case of unintentional neglect which may have sad consequences. An Italian, employed by one of the steamship lines insured under Metropolitan group insurance, died very suddenly leaving a young wife and a nine months old baby.

His friends and his fellow workmen were shocked by the event and naturally felt a great sympathy for the dependents of the young man. Their feeling of sympathy, however, was mingled with a feeling of satisfaction that there was \$1500 in group insurance to tide the widow over the crisis, until she could adjust her life to take care of her child.

Much to their surprise they learned that the beneficiary of the insurance was not his wife but his sister, whom he had named before he was married two years ago. The deceased had been intending to change the name of the beneficiary on his policy to that of his wife, but unfortunately put it off too long.

Get your certificate out and look at it today!
Keep it up to date!

Thanks are hereby expressed to all those who have responded to our recent request for extra copies of recent issues of THE BULLETIN. We now have an ample supply.

What Price Efficiency?

*Present Financial Position of Railroads is Encouraging Despite
the Additional Burden of Increasing Taxes*

IN the first quarter of 1929 the Class I railroads increased their net railway operating income \$42,000,000, or 19.4 per cent over the first quarter last year. Gross revenues in the first quarter increased about \$58,000,000, or 4.1 per cent, but operating expenses were held rigidly in check, showing an increase of only nine-tenths of 1 per cent. On the other hand, taxes, the one item of expense over which the railroads have no control, advanced almost \$6,000,000, or 6.6 per cent.

The railroads, however, do not owe the improvement in their financial results to a more liberal treatment on the part of regulatory authorities. This is clearly brought out by comparing earnings, operating expenses and taxes in the first quarter of 1926—the carriers best year since the war—with the first quarter of 1929.

In the first quarter of 1926 the railroads earned at the annual rate of return of 4.80 per cent on their property investment. In the first quarter this year they earned at the annual rate of return of 5.37 per cent. Gross earnings of the Class I carriers in the first quarter this year were about eight million dollars larger than in the first quarter of 1926. Taxes, however, were over seven and one-half million dollars larger; in other words, the public took back in increased taxes almost all that it paid for the handling of a larger freight traffic. The net operating income this year represented an increase of about thirty-seven million over the first quarter of 1926, but this was entirely due to a reduction of operating expenses which was secured in spite of an advance in wages.

The first quarter's showing brings additional evidence of a fact which has repeatedly been emphasized: namely, that the carriers' progress is a result of the valiant war which railway management has been waging against waste and in behalf of greater efficiency during the past few years. The railroads have been slashing away at operating costs with a determination which has seldom been equalled in any industry.

Impartial observers have frequently extolled this performance. The National Bureau of Economic Research finds that the improvement in

railway freight transportation since the war is "a notable achievement." In its analysis, recently made public as part of the report on recent economic changes of the Presidents' Unemployment Conference, the point was emphasized that "the adequacy, speed, and dependability of freight movement have never been better." The report continues:

"The regularity of movement and dependability of rail service have given impetus to the general practice among manufacturers and merchants of carrying smaller inventories of raw materials and merchandise.

"Better rail service cannot be credited wholly with this economic development, but it called attention to the possibilities and led to the general movement. Certain it is that the smaller stocks would not afford adequate protection for rail service less prompt and reliable."

At the suggestion of the Administration, and without prejudice to existing rate schedules, the railroads recently agreed to make substantial reductions, temporarily, in their rates on export wheat and export wheat flour in the hope of facilitating the movement of the existing large surplus of grain.

"The railroads took this action," it was explained, "with the hope that the owners of the grain, the United States Shipping Board and steamships serving United States ports, as well as other agencies involved in the handling of export grain, will cooperate and do their part toward relieving the serious condition that is confronting the farmers of the United States."

Almost coincident with this action, the Interstate Commerce Commission issued the report proposed by its examiners in the Hoch-Smith grain investigation, together with an appendix by Dr. C. S. Morgan, one of its economists, who analyzed the question of "Who Bears the Freight Rates?" In a detailed discussion of this question, Dr. Morgan holds that the consumer bears the transportation charges, and that rate reductions would not benefit the farmer. It is important in any consideration of this question, he said, to keep in mind that "the basic fact with

respect to this commodity is the constant increase in the volume of production compared with the lagging of consumption."

Economists generally admit that this is the reason for the existence of the present "national emergency." Dr. Bernhard Ostrolenk, sometime lecturer on agricultural finance, Wharton School of Finance, University of Pennsylvania, points out that in the United States wheat production has risen from 690 million bushels—the five-year average before the war—to 870 million bushels, the average for the past five years. Similar increases in other countries are noted.

The railroads did not hesitate to cooperate with the Administration in this situation, but the incident does illustrate, in the opinion of the *Railway Age*, the "unique relations which are growing up between the railroads and the Government on the one hand, and other industries on the other hand.

"It may be said that the prosperity of the railroads and agriculture are interdependent," it was explained, "and that the railroads ought to help agriculture when it is in distress and when they are comparatively prosperous. But many of the manufacturing and other industries of the country are as dependent upon the farmers for business as are the railroads, and many of these other industries are relatively much more prosperous than the railroads. Why, then, should the railroads be called upon to subsidize agriculture at the expense of their stockholders when no other industry is called upon to do so?"

In other words, the railroads represent the one industry with which the Government is engaging in direct competition—through ownership and operation of the barge lines upon the Mississippi River system—and they are likewise the only industry which the Government is asking to aid agriculture at the expense of its stockholders.

On May 20th the United States Supreme Court handed down its long-awaited decision in the St. Louis & O'Fallon valuation case. Briefly, the decision held that the Commission must give consideration to present reproduction costs in the valuing of railway property.

That there will be no increase in rates as a result of this ruling, is generally admitted by all responsible observers as well as railway executives. The latter were quick to disabuse the public mind in this respect.

Typical of the various executives' comment was that of Patrick E. Crowley, President, New York Central Railroad, who said: "The decision does

not appear to provide the occasion for any program at this time looking to a general increase in railroad rates, which must always be largely influenced by commercial conditions."

Fred W. Sargent, President, Chicago & North Western, said: "I think it will have a wholesome effect on protecting the investors in railroad securities from confiscatory actions of commissions. And I think it will be a good thing for the country as a whole because it will encourage further development and improvement and probably will not adversely affect rate structures, because rates have been and will continue to be made on what the traffic will reasonably bear."

Frederick H. Wood, one of those who argued the case on behalf of the railroads, saw in the decision another beneficial result which is of interest. He feels that the old idea that the capital structure of the carriers still contains a lot of watered stock may now "be regarded as forever disposed of." He continues: "Present par value of all securities outstanding against American railroads amounts to \$24,272,964,004, of which \$5,614,341,117 are reported by the carriers as belonging to themselves. Thus securities in the hands of the public amount to \$18,658,623,487. On the basis of prices of June 30, 1914, the Commission established a tentative valuation of \$18,900,000,000 as a basis of its rate revision of 1920. Since then actual expenditures by the railroads, charged up under accounting rules established by the Interstate Commerce Commission, have added \$5,150,000,000 to that valuation, making a total value of \$24,050,000,000.

"If present costs were applied, it may fairly be assumed that the cost of reproducing the railroads of the United States today would be at least \$27,000,000,000 as against outstanding securities of \$18,658,623,487."

One of the most successful publishers in the world—Mr. Cyrus H. K. Curtis—has a favorite slogan. It is this: "Yesterday ended last night." In other words, Longfellow was right when he said: "Let the dead past bury its dead." Don't drag yesterday's troubles into today. Make a clean sweep every night and a fresh start every morning. There is a good deal in this.—*Herbert N. Casson.*

Sonny: "Papa, what makes a man always give a woman a diamond engagement ring?"

Papa: "The woman."

This Is FINAL!

IF we can judge from the number of Veterans and other employees who have already signified their intention of attending the Clam Bake at Sidney, Saturday, August 10th, the affair will certainly be a HUGE success. Only one cloud looms on the horizon and that will not be allowed to spoil this outing according to the plans of the committee.

Many of us have had unpleasant experiences at affairs of this kind due to overcrowding and shortage of food. This condition is nearly always due to the failure of a certain group to obtain their tickets in advance, and the inability of the caterer to provide for them at the last minute.

In order to avoid this condition you are given this FINAL notice that all tickets must be purchased by August 1st as arrangements will be made to serve only those who have purchased tickets on or before that date.

There is no good excuse for further delay and the reason for prompt action is obvious. Make your reservations now and bring your friends.

It is understood that the caterer has proposed the following menu:

Celery	Radishes	Green Onions
Dill Pickles	Sweet Pickles	
	Clam Boullion	
	Blue Fish	
	Half Spring Chicken	
White Potatoes	Sweet Potatoes	
	Corn on the Cob	
Rye Bread	Assorted Rolls	
Catsup	Olives	
	CLAMS!	
Coffee	Watermelon	

Nation-Wide Safety Contest

SEVERN railroads in various parts of the country were awarded prizes by the National Safety Council in the 1928 railway employees safety contest, conducted annually by this organization. The Chicago Central Zone of the Pullman Company, competing against the other seven zones of this company, was also a prize winner. A total of 177 railroads, grouped according to size, took part in the contest.

The awards are made every year by the Council under a plan established for Class I railroads on the basis of the number of casualties—killed and injured—to railway employees on duty, in train,

train service, and non-train accidents, per million man hours, according to the official records of the Interstate Commerce Commission. The railroads are classified under seven different groups in accordance with their respective annual man-hour exposures.

The Texas Mexican Railroad, competing in the group for carriers with less than two million man-hours per year, by operating through 1928 without a single accident among its employees, won first prize. There were 47 contestants in this class.

The six other railroads which won first prizes, together with their casualty rates, follow: Southern Railway System, casualty rate, eight; Oregon-Washington Railroad and Navigation Company, four; Chicago Great Western Railroad, three; Gulf Mobile & Northern Railroad, two; Ann Arbor Railroad, three.

The National Safety Council gives the following details regarding the contest: The Southern Railway System was in group A, which includes all units and systems having 100,000,000 man hours or over. During the past five years, this system has reduced its casualty rate by more than seventy per cent.

One of the most remarkable records of all, however, was made by the Gulf, Mobile and Northern railroad with 5,000,000 to 10,000,000 man-hours per year. It has made a reduction of nearly ninety per cent in accidents as compared with 1923 when it was in the fourteenth place in its class.

Our own Company was in Group C which is composed of steam railroads having between 20,000,000 and 50,000,000 man-hours. This group was led by the O. W. R. R. & N. with a casualty rate, in 1928, of 4.63. We placed seventh with a casualty rate of 17.89 following the Central of Georgia with 7.16, Wabash, 22.10; Pittsburgh and Lake Erie 24.12; Seaboard Air Line, 13.34 and the M.-K.-T., 15.43.

The above casualty rate of our company, 17.89, was arrived at by combining the various departments which made the following records: Transportation, 22.2; Motive Power, 16.4; Car, 8.1; Maintenance of Way, 12.4; Signal, 7.5; Stores, 10.7; and Fuel, 7.3. While this rate may seem high it is good when it is considered that it represents a reduction of 43 per cent over our record in 1923. By closely watching accidents we may hope to better that mark considerably in succeeding years, thereby improving our present standing of seventh among the railroads of our group.

First Steam Engine in America

(Continued from page 215)

1755.

- Jan. 11. To pd. Benj. Smith for work done on ye engine house as per his acct and receipt....52 5 6
Mar. 12. To 52 days carting stone and fire wood for ye engine....15 15 0

The last item indicates that the engine was ready for service on or about March 12, 1755, nearly one and one-half years after its arrival in America and approximately seven years after the order for its construction was given.

(To be continued.)

Section Foreman In His "Teens"

(Continued from page 212)

was confined to his home for several weeks, nearly losing his life.

One record made by Mr. SPRINGSTEIN of which he is exceedingly proud was in connection with harvesting ice on Hathaway Pond. The ice which was harvested from the lake was shipped to all points on the Erie and Delaware and Hudson for use in icing milk cars and for other purposes. For eleven years he supervised the work, forwarding an average of sixty cars daily, at an average cost of eighteen cents per ton.

Perhaps his greatest accomplishment was the work of putting the track of the Jefferson Division in order. For years the derailments and accidents had been heavy on this Division due to the poor condition of the right of way. To him was assigned the work of repairing and replacing the old track. This he did in a number of years, completing the work so that that track was in as good, if not better condition than any other on the railroad.

After forty-three years of work as foreman, general foreman, supervisor, assistant roadmaster, and roadmaster, failing health forced Mr. SPRINGSTEIN to retire. While he could no longer follow his former occupation, he was able to represent the Security Mutual Life Insurance Company of Binghamton in Windsor and vicinity. In addition he compiled and published the genealogy of the Springstein family. During the World War he was active in selling Liberty Bonds among Delaware and Hudson employees.

Mr. SPRINGSTEIN is a member of the Freedom Lodge of Masons, was formerly a member of the Improved Order of Red Men, and the Methodist Episcopal Church of Windsor.

Veterans Meet at Plattsburg

(Continued from page 216)

resort before returning to Albany, where, according to the program, "The Sixth Annual Educational Pilgrimage will end."

However, the return to Albany will not end this affair. It will long live in the memories of all who attended, and will go down in our history as one of the finest excursions of the Forty Year Group.

A Big Little Letter

THE largest box in type cases is for "lower case E," more used in written and printed matter than any other letter in the alphabet. We have been handed some remarks about the letter E for publication, as follows:

Someone has undertaken to prove that it is the most unfortunate character in the language because it is always out of cash, forever in debt, never out of danger, and in hell all the time. But, as some versifier has said:

It is the beginning of eternity,
The end of time and space,
The beginning of every end
And the end of every place.

Similarly, it is the beginning of existence, the commencement of ease and the end of trouble. Without it there would be no meat, no life, and no heaven. It is the center of honesty, makes love perfect, and without it there would be no editors, devils or news.—
Santa Fe Magazine.

A Scotchman driving a small cart drawn by a donkey came to a toll bridge. The toll collector came out of his house and said: "Here, you've got to pay toll before you can cross this bridge."

"What! Pay toll?"

"Yes, five cents to cross this bridge."

After an argument he paid the five cents and went on. In the afternoon he came back again, but this time he had the donkey sitting on the seat and he was dragging the cart himself.

The toll man came out and said: "Here, you know you've got to pay five cents."

The Scotchman shook his head, and pointing to the donkey, said: "Don't talk with me, ask the driver."

Clicks from the Rails

Old Mileage Ticket

JOHN STEFFEN, genial passenger conductor on the Susquehanna Division main line, was collecting his tickets one Sunday morning recently when he was tendered a mileage book dated 1899. The fare was based on the old rate of two cents to the mile. Overcoming his surprise he returned the book to the lady who told him that her husband had said that it was still good for passage. JOHN politely told her that they had been called in some years ago and that she would have to pay her fare. This she did, retaining the ancient relic of railroad fares of bygone days.

"Red Cap" Language

Red caps in the various stations in the United States have a language all their own when speaking of the various denominations of money received as tips from patrons of the railroads. A quarter is a "bird"; a dime is a "smooth"; a nickel is a "pick"; a half dollar is a "turkey"; and a whole dollar, a "lamb's tongue." Therefore the exclamation recently overheard in one of our terminals "The gentleman slips her a bird," translated means that the lady who was given a quarter to tip him with, gave him only a dime, thereby splitting the tip.

A Senator

Senator Charles Johnson, when not serving the state of Illinois in that capacity, is a bill clerk on the Illinois Central at Carbondale. Johnson has received unusual honors during his first term, having been made chairman of the insurance committee, and a member of the congressional appointment, fish and game, visiting charitable institutions, waterways, public utilities, and transportation committees.

So many women are smoking in Germany that the Federal Railways Administration has found it necessary to order each coach divided into equal sections, one for smokers, and the other for non-smokers.

Cow Chained to Rails

One Sunday while a train was running in backward motion, grazing a curve at the Water Works of Bloomsburg, a cow was noticed grazing very close to the track. As she did not move out of the way, the train was stopped and the crew, upon investigation, found that the animal was actually chained fast to the rail.

The owner of the cow, who was close by, hearing the commotion, came to get her. After members of the crew asked him why the animal was found in this manner, he replied that he chained her because the grass was a little greener closer to the track than it was under the trees at the foot of the embankment.

He was informed what might have happened had the crew failed to see the cow and the train had run over the chain. He promised not to do it again and led the cow to a safer pasture.

Wrote Prize Essay

E. Fred Collier, a student of Augustana College, Sioux Falls, S. D., is the winner of the grand prize of \$100 in the Illinois Central essay contest on "The Future of the Railroads." Mr. Collier also receives an award of \$25 for the best essay submitted from his institution, as do 44 other students of colleges and universities on the Illinois Central. There were 309 essays submitted in the contest, in which the judges were G. J. Bunting and F. L. Thompson, vice-presidents, and R. V. Fletcher, general counsel.

Bear Watches Train

Engineer M. Curtis of the Monticello way freight thought he was being signalled by a man at first one day recently when he saw a figure on the track about a quarter of a mile ahead and about two and a half miles from Monticello. He blew the whistle and the figure leisurely ambled to one side of the track. As the train drew nearer, the crew saw a big black bear standing on its haunches alongside of the track. The bear regarded the train with evident curiosity as it sped by and waited until it had passed before going leisurely into the woods.

Lost! — A Night Gown!

On February 6 of this year there was forwarded by Mrs. M. E. Brown, Springfield, Ill., a one pound package addressed to R. A. Brown at Marion, Penna. This package went astray and express agents everywhere are urgently requested to examine all on hand packages and see if it can be located. In case it is found, Supt. John Hines, Terre Haute, Ind., should be advised.

This package contained a very rare article. It was a hand-made night gown carrying the initials "M. L." and is said to have been made by Mary Todd Lincoln, wife of Abraham Lincoln. Its historical value is therefore obvious, and the article, naturally, cannot be replaced, and it is for this reason intensive efforts are being made to locate it.

A Railroad Family

All four babies of Mariska Horvath, wife of a Hungarian peasant, were born in a railway carriage, the last one only a few days ago in a passenger train near Kaposvar where she intended to visit the market. The family, which has shown so much attachment to the state railways and so much speed in growing, was awarded by a free ticket valid for this year on the line between their home village and Kaposvar.

About Elephants

Elephants have a peculiar fascination for many people, including the present writer. Railway men seem peculiarly susceptible to the huge, lumbering, yet somehow graceful beasts, and elephant replicas of all sizes and materials are frequently to be seen in the private offices of railway executives. Two of these men have really magnificent collections. C. W. Galloway, vice-president of the Baltimore and Ohio, has a charging, trumpeting herd of nearly 50 elephants on a table in his private office, while E. H. McReynolds, of the executive department of the Missouri Pacific, has some 36 elephants scattered about his private office, including a large one, made of porcelain of rare workmanship, brought from Mexico. —*Railway Age.*

A SUCCESSFUL man is one who has tried, not cried; who has worked, not dodged; who has shouldered responsibility, not evaded it; who has gotten under the burden, not merely stood off, looking on, giving advice, and philosophizing on the situation. The result of a man's work is not the measure of success. To have worked is to have succeeded—we leave the results to time. Life is too short to gather the Harvest—we can only sow.

—Elbert Hubbard.